

EXECUTIVE SUMMARY

This plan has been prepared to seek regulatory approval for closure of the former Naval Training Center (NTC) landfill (site). The site is located in San Diego, California, approximately 2.5 miles northwest of downtown San Diego (Figure 1). The site is bordered to the northwest by the U.S. Marine Corps Recruit Depot (MCRD) and the Boat Channel, to the northeast and east by the San Diego International Airport (SDIA), to the west by McCain Road and the Boat Channel, and to the south by Harbor Drive and San Diego Bay (Figure 2).

The San Diego County Regional Airport Authority (Airport Authority) plans future development of the site with airport facilities, including aircraft apron, airport terminal buildings, roadway, and parking facilities. The proposed action will remove and dispose of off-site an estimated 137,000 to 145,000 bank cubic yards (bcy) of buried wastes – comprised of approximately 25,000 bcy of burned waste (burned refuse and ash), and approximately 112,000 to 120,000 bcy of municipal solid waste (MSW – more commonly referred to as everyday trash and debris).

The primary goal of the project is to remove the burned waste, the MSW, and up to one foot of soil directly underlying and adjacent to the wastes and return the site to approximate grade by filling the excavation with a combination of on-site soils and imported clean soil to allow future site use to support airport operations. The secondary goal of the project is to conduct the closure activities in a manner that may satisfy requirements for “clean closure” in accordance with Title 27 California Code of Regulations (CCR) Sections 20950 and 21090.

This plan outlines the procedures, methods, and criteria that will be employed during the closure activities. An estimated 50,000 cubic yards (cy) of clean soil may be imported to return the site to approximate grade. A combination of visual screening and confirmation soil sampling and analysis will be used to demonstrate compliance with clean closure requirements.

If the California Regional Water Quality Control Board San Diego Region determines that execution of the proposed action does not meet the requirements for clean closure as stated in Title 27 CCR Section 21090, then the Airport Authority will continue to manage the site as a closed landfill. Although existing landfill site conditions are being managed in a manner protective of

public health and safety and the environment, the proposed action will remove those buried wastes that require such management and significantly reduce future potential environmental impacts to soil and groundwater.

The proposed action does not address burned waste that exists beneath the airport runway/apron. This waste will be left in place and not removed as part of the closure activities since excavation in this area would potentially disrupt critical airport operations and/or infrastructure, such as utilities, the runway, and/or terminal use. Approximately 1,300 of the 6,800 bcy estimated burned waste was removed from this area as part of the Engineered Material Arresting System (EMAS) project and other utility projects completed in the summer of 2006.

The proposed action does not address the inert construction debris fill encountered at locations in the southern portion of the site, beginning approximately 300 feet north of Spruance Road. There is evidence that indicates the debris was placed south of the waste area after cessation of disposal activities in 1971. Soil samples collected from within the inert construction debris fill generally do not indicate impacts from the buried wastes. Based on the inert nature of the inert construction debris fill, this area will be excluded from the landfill closure activities. The area was recently developed into a taxi waiting area and a long-term parking lot for the airport.

There is sufficient data from 16 years of groundwater monitoring (24 events) to demonstrate that the burned waste beneath the airport runway/apron and the inert construction debris fill do not appear to present a threat to water quality. Additionally, landfill gas monitoring data from eight events conducted from September 2004 to November 2006, indicate landfill gas does not appear to be migrating off-site.

This closure plan provides information on the types and extent of the buried waste subject to removal, recommends cleanup criteria to satisfy clean closure requirements, and describes the proposed procedures and record-keeping to be implemented during closure activities. Although clean closure is a secondary goal of this project, the Airport Authority is anticipating that clean closure may be achieved based on the planned action. Therefore, this closure plan has been prepared in general accordance with applicable requirements for "clean closure plans" in Title 27

CCR Section 21810. This plan was prepared to obtain concurrence from the regulatory agencies and is not a design document, nor should it be construed as one. Data presented in this report should not be relied on for bidding purposes.